

New Haven-Hartford-Springfield Rail Program



**City of Meriden – Public Involvement Meeting
June 18, 2014**

NHHS Rail Program Recap

➤ Program Goals:

- Enhanced regional rail service
- Frequent service in the peak hours (current service is only 6 round trips per day)
- Seamless connections to Amtrak & Metro North
- Continued growth in local freight rail service

➤ Long Term Vision

- 25 Round Trip Trains
- Additional connections to Boston, and Montreal
- 30 minute, bi-directional, peak hour service
- Hourly off-peak service

➤ Start-up Service – 2016

- 12-17 Round Trip Trains
- 45 minute frequency in the peak hour, hourly off-peak
- Bi-directional



New Haven-Hartford-Springfield Railroad

Key Dates

➤ Design Milestones

- Design Completion Spring 2014
- Bid Opening Summer 2014

➤ Construction Milestones

- Start Construction Fall 2014
- Complete Construction New Haven – Hartford Late 2016
- Start of Enhanced Service Late 2016
- Complete Construction Hartford – Windsor Summer 2017

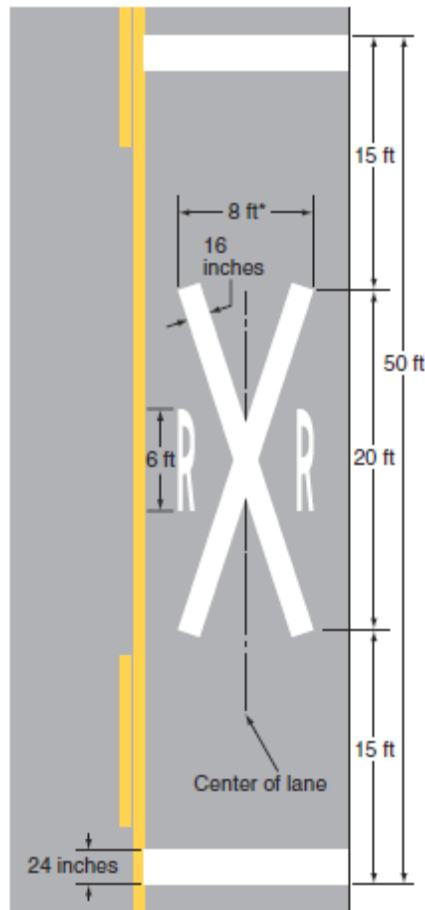


An aerial photograph of a city area with a proposed rail line (red line) running horizontally across the middle. Several streets are labeled with yellow text: Cooper Street, East Main Street, South Colony Street, Pratt Street, State Street, Cross Street, North Colony Street, and Brooks Street. A red circle with a diagonal line through it is placed over the intersection of East Main Street and State Street, indicating a proposed crossing. A north arrow is located in the top right corner. There are also labels for 'RAIL-SING CRO-ROAD' at several points along the rail line.

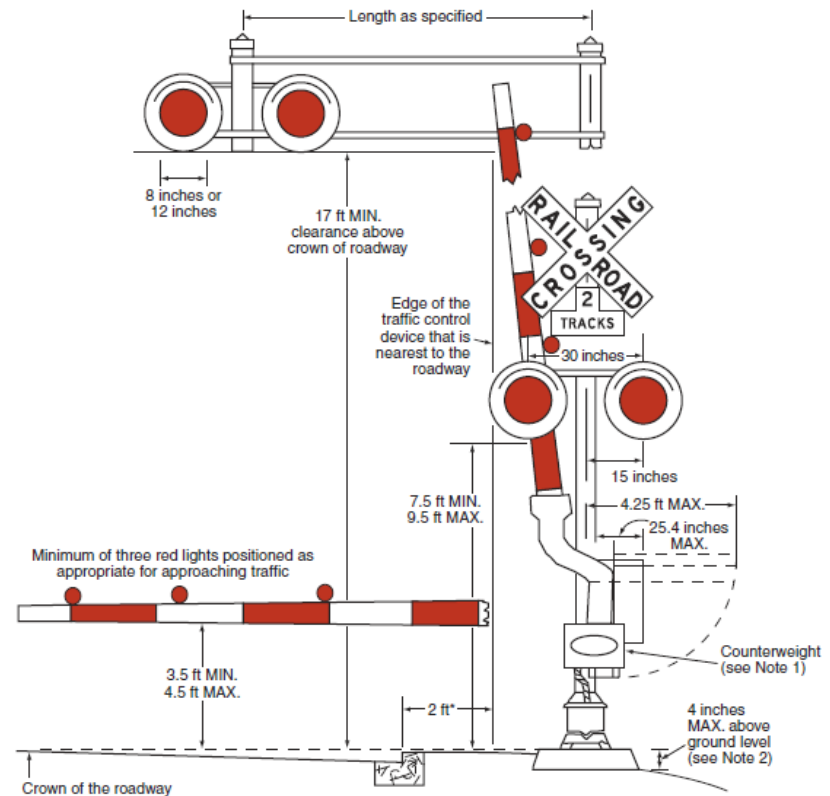


Grade Crossing Safety Improvements

- Wayside horns
- Pedestrian Gates
- Pavement markings and signing



*Width may vary according to lane width

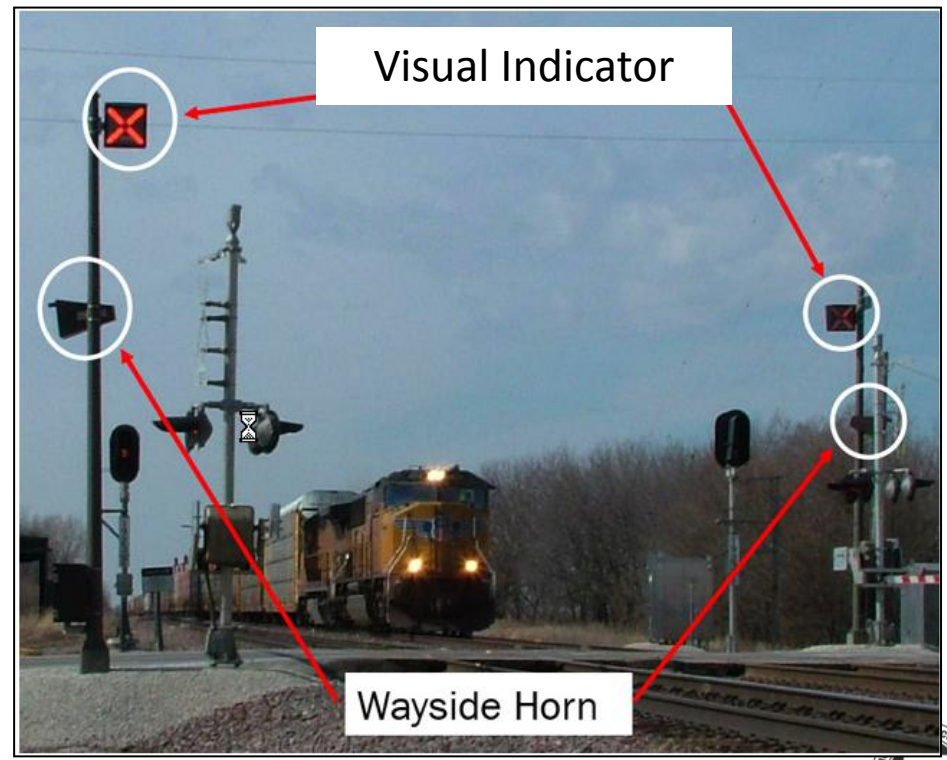
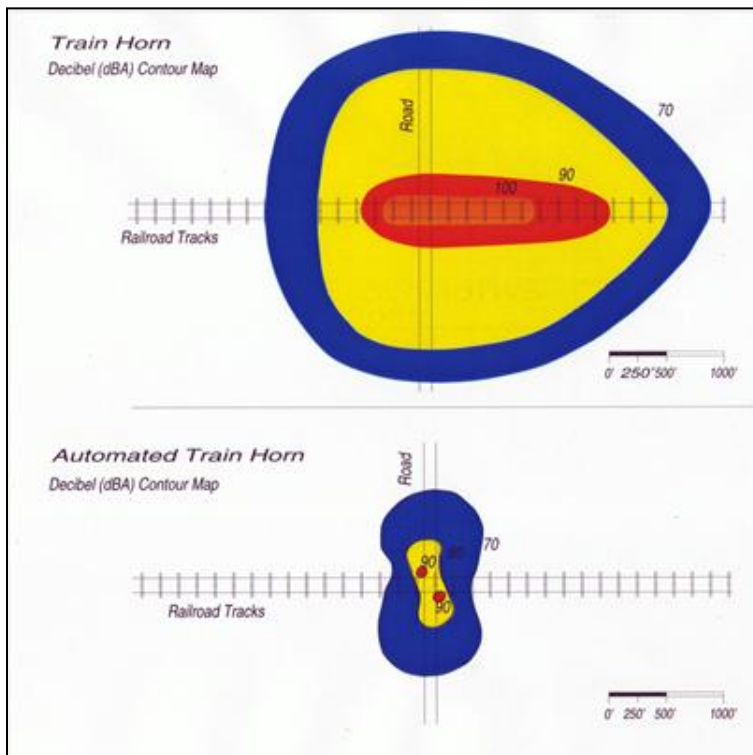


Train Horn Noise Mitigation Options

DOT is required to mitigate train horn noise per approved Environmental Assessment

Wayside Horn Installations

- [Wayside Horn](#) is a one-for-one replacement of the train horn at a Grade Crossing.



Train Horn Noise Mitigation

Benefits of Wayside Horn Installations

- Noise is significantly reduced without elimination of the horn
- No cost to the municipality for installation or maintenance
- Easier to implement than the FRA Quiet Zone

System Rollout

- Wayside horns are used around the country
- Pilot program this summer at the Cooper Street Grade Crossing



Train Horn Noise Mitigation

Options for Municipalities

FRA Quiet Zone Application Process

- A Quiet Zone is a request by a Municipality to FRA to completely silence the train horn in a zone

Benefits of Quiet Zone

- Train horn noise is eliminated

Challenges

- The municipality may be responsible to indemnify Amtrak
- The municipality must re-apply/re-qualify with FRA every three years



Cooper Street Grade Crossing

Improvements:

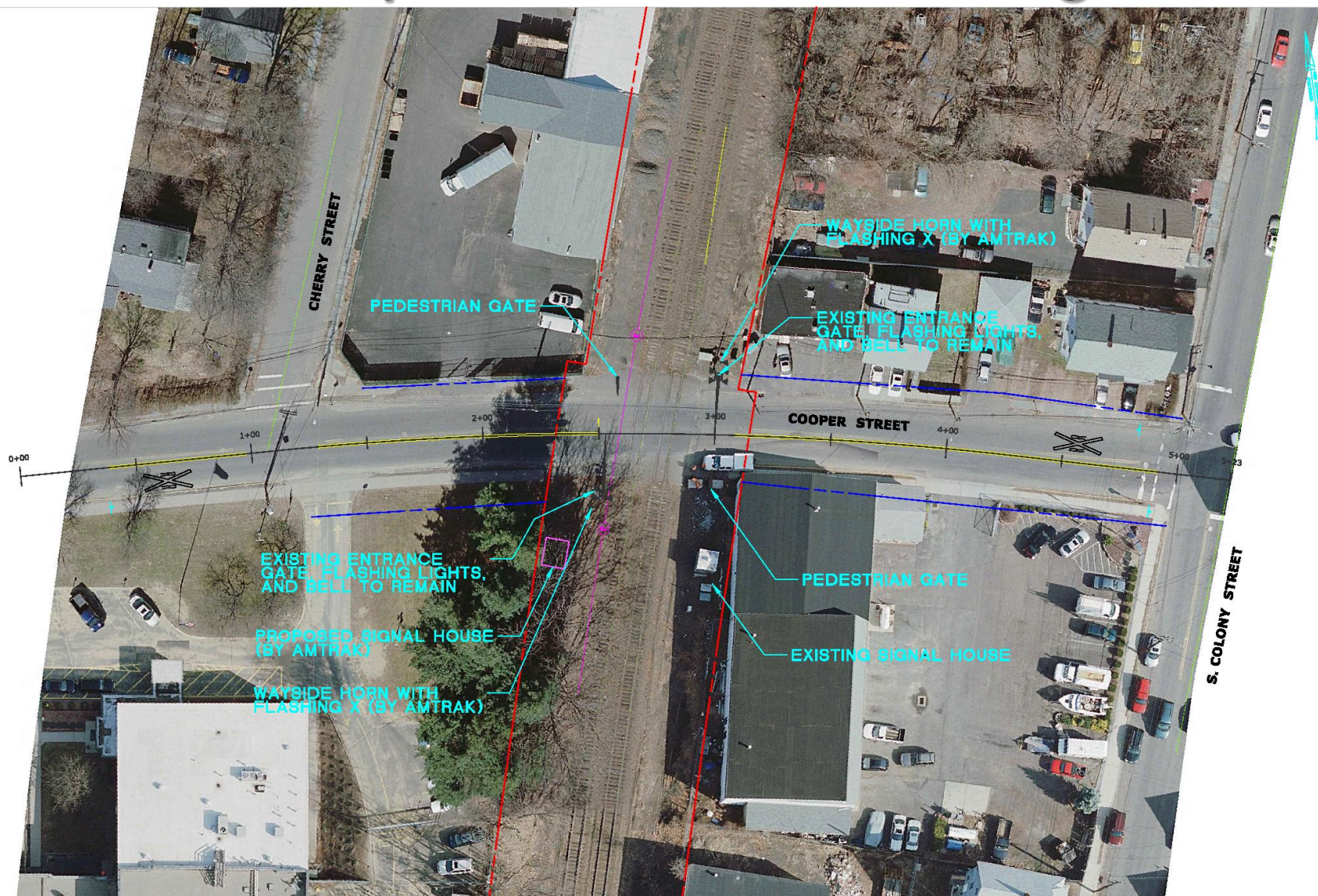
- Pedestrian gate arms
- Wayside horns
- Roadway improvements (pavement markings and signing)

Traffic Operations:

- One additional train during peak hours
- No significant increase in traffic delay



Cooper Street Grade Crossing



Hanover and South Colony Street

Improvements:

- Wayside Horn Installation
- Signing and Pavement Markings as needed

Traffic Operations:

- One additional train during peak hours
- No change in signal timings
- No significant increase in traffic delay



East Main Street and State Street Traffic Signal

Improvements:

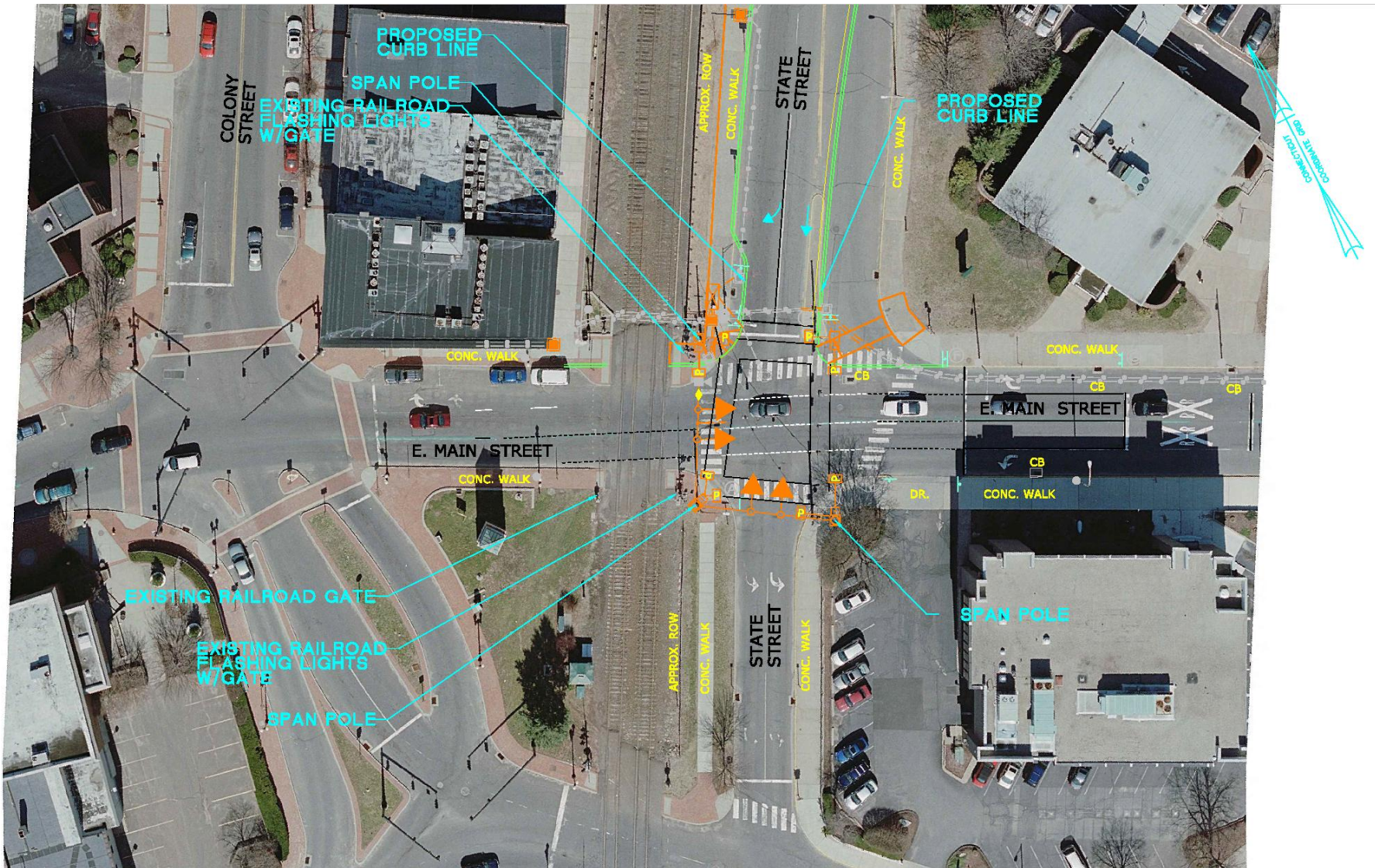
- Installation of new traffic signal
- Coordination with Meriden Station project
- Wayside Horn Installation

Traffic Operations:

- One additional train during peak hours
- Improved signal phasing after railroad pre-emption
- No significant increase in traffic delay



East Main Street and State Street Traffic Signal



Brooks Street Grade Crossing

Improvements:

- Grade Crossing to be removed
- Install precast concrete barrier curb
- Reconstruct Brooks Street at intersection with Colony Street (sidewalk improvements)
- Removal of traffic signal at intersection with Colony Street

Traffic Operations:

- Existing driveway access to be maintained





Cross Street Grade Crossing

Improvements:

- Relocation of gate and sidewalk arms
- Wayside horns
- Roadway reconstruction (pavement markings and signing)

Traffic Operations:

- One additional train during peak hours
- No significant increase in traffic delay



Cross Street Grade Crossing



Britannia Street & North Colony Street Grade Crossing

Improvements:

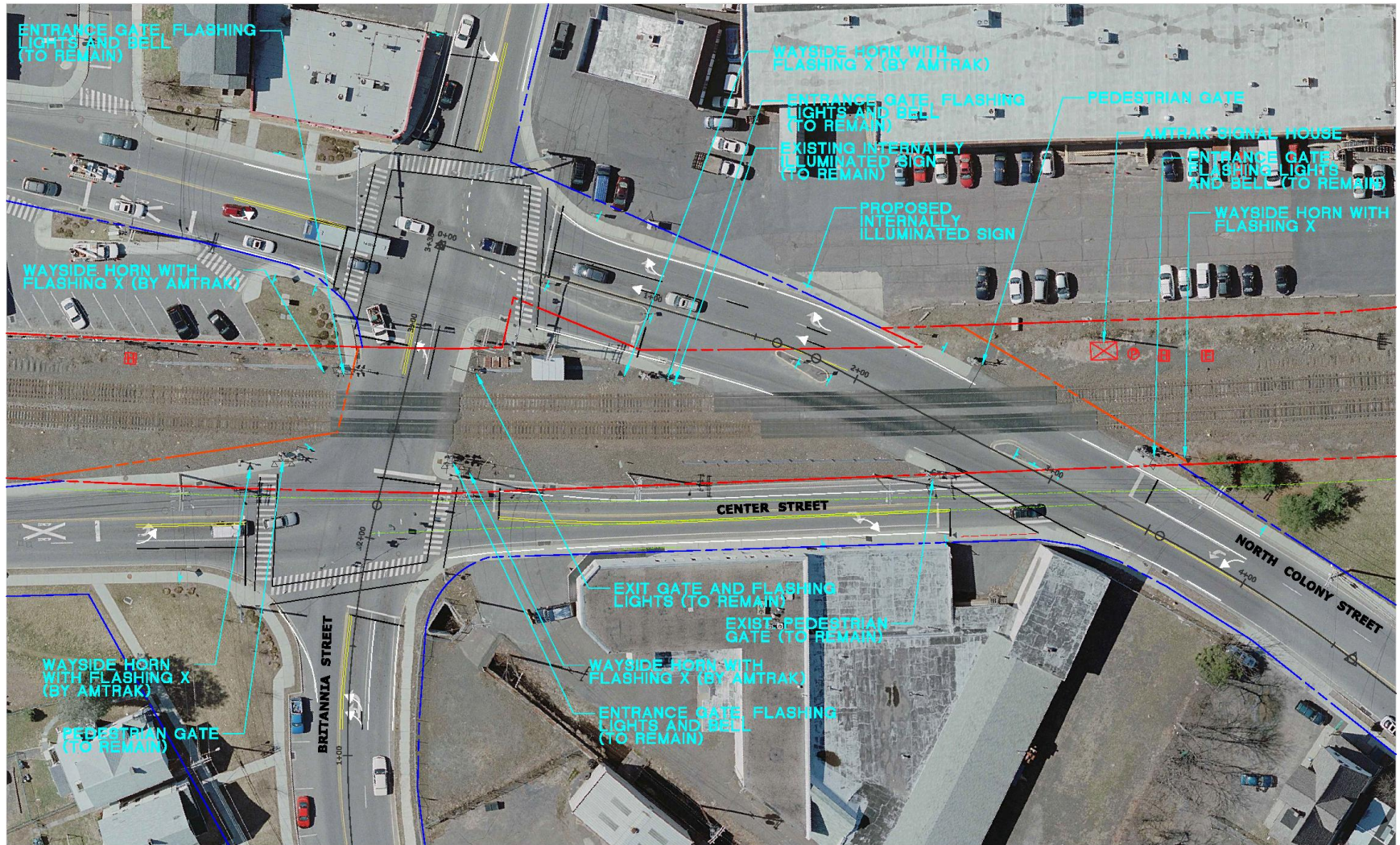
- Relocation of gate and sidewalk arms
- Wayside horns
- Internally illuminated sign
- Roadway improvements (pavement markings and signing)

Traffic Operations:

- One additional train during peak hours
- Existing railroad clearance phasing/time to remain the same
- Existing train speeds to remain the same
- No significant increase in traffic delay



Britannia Street & North Colony Street Grade Crossing



Rights of Way and General Contact Information

Steve Degen – CTDOT Office of Rights-of-Way

Phone: (860) 594-2579



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Questions?

Contact Information:

John Bernick – Asst. Director of Rails: 860-594-2801

Theodore Nezames – Principal Engineer: 860-594-3298

Eric Bergeron – Project Engineer: 860-594-3152

